MOTOR RACING

and

ECONOMY CAR NEWS

5th Year – No. 12 Culver City, Calif. April 15-22, 1960

(Published bi-weekly except last issue of calendar year) 25c

CLOSEUP SHOWS Carroll Shelby of Dallas on his way to victory in LA Examiner-Herald Express USAC pro sports car race at Riverside Raceway. He drove 2.8 Maserati, averaging 87.5 mph. Lower: Count Pedro Von Dory, Porsche RS-60, who was killed shortly after this photo was taken, gives Pete Lovely, 3.0 Ferrari (102), a wave of thanks for moving over on their exits from turn 8. Bob Bondurant follows in Maserati (69). (Photos by Robert P. Tronolone)

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ROARING THROUGH the esses and heading for turn 6, the field on the first lap shows eventual winner Carroll Shelby, 2.8 birdcage Maserati, in front of this pack. He is followed by world champion Jack Brabham, Cooper - Monaco (3); Chuck Howard, Huffaker-Chev. Spl. (67); Lloyd Ruby, 4.5 Maserati (45); Chuck Stevenson, Mercedes-Corvette (181). Race leaders at the time, Bill Krause, Bob Drake and Dan Gurney, Old Yeller Buick Spl., already have gone by in Riverside USAC pro race. (Photo by Robert P. Tronolone)

Moss Ruled Off Roads

LONDON, APRIL 13 — Stirling Moss, one of the world's foremost Formula 1 and sports car racing drivers, has been found guilty by a court of dangerous driving and banned from England's public roads for one year. Additionally, he was fined 50 pounds ($140).

There will be nothing, however, to prevent the Briton from racing on closed circuits, it was reported here.

The jury was told Moss, nearly six months ago, pulled out in an Austin Minicar from behind a car traveling 45mph and crashed into a truck going in the opposite direction.

According to a policeman's testimony, Moss was convicted of careless driving in 1951, and of crossing the white lines in the Mersey tunnel at Liverpool last year.

Jurors were told by the judge: "If you come to the conclusion that Moss was driving in a manner dangerous to the public, do not acquit him because he is Mr. Stirling Moss, the well-known racing motorist."

Sports Car Gals Know Their Biz

Two young women prominent in the sports car world — Mary Hauser and Mary Davis — were winners in the recent Economy Run staged from LA to Minneapolis.

Mrs. Hauser, Cal Club secretary, won the low-price 6-cyl. class with a Plymouth Savoy, while Miss Davis, race driver and co-owner of the Grand Prix Restaurant, won the low-price 8-cyl. class with a Plymouth Belvedere.

Rambler took the compact class and had best mileage, 28.35mpg.

Hough Duo Wins Rally

PRINCETON, N. J., April 10 — Driver Helen Hough and her husband, Larry, of Westport, Conn., drove a Mercedes-Benz 190 to victory in the second SCCA national rally of the year—the three-day Jersey 500. They had a total 114-second error—73 on Friday, 28 Saturday and 13 Sunday.

The rally was staged by the New Jersey region of SCCA and drew 47 cars. The winners' lowest score of 13 came in today's 50-mile reliability test.

After the Houghs came: 2. Frederick Gilson-Alex Thompson, Porsche, 130; 3. Suzanne Hundertmark-Robert Mollman, Volvo, 131; 4. Ken and Connie Hybarger, T-Bird 140; 5. Richard W. Smith-Roger Bohl Fiat 161.

(Complete tabulated results in next issue of MOTORACING)

Vignettes

By Gus V. Vignolle

- THE WART HOG
- WATCH KRAUSE
- LIONCAGE SPL.

IN NEWSPAPER parlance a filler is a short minor story—sometimes awfully minor—used to fill space where needed. But to us this is very important.

Three staff members — HUGO HORKE, PENMAR FLAXTON and JOHN APPLEDORE—cull only the best fillers from the Snapper Wrappers, the almanacs and other encyclopedical documents. We feel a fealty to feed our fellows anything but feeble fillers, when feasible, of course.

Our attitude on fillers and their massive educational importance has resulted in many laudatory letters to the editor. But none was more complimentary than a cooing billet-doux from that fine Sacramento Ferrari driver, GORDIE GLYER, and his wife, GLORIA.

(Continued on Page 3)

Brabham F2 Victor

BRUSSELS, April 10—Australia's Jack Brabham took second in the first heat and won the second to score a points victory over Stirling Moss of England in the Formula 2 Grand Prix of Brussels. He drove a Cooper, Moss a Porsche.

The race was run in the rain before 30,000 fans.

Moss averaged 80.84mph to win the first 35-lap heat. Then came Brabham, Maurice Trintignant, Cooper; Harry Schell, Cooper; John Campbell-Jones, Cooper; Paul Frere, Cooper; Innes Ireland, Lotus; Chris Bristow, Cooper; Olivier Gendebien, Cooper; Tony Marsh, Cooper; J. R. Lewis, Cooper.

Brabham averaged 61.20mph in the second heat, followed by Trintignant, Moss, Gendebien, Schell, Frere, Campbell-Jones, Lewis. Rain marred the second heat, and Moss skidded twice on the penultimate lap. It cost him several seconds, second place and a seemingly certain win in overall standings.

Overall standings: 1. Brabham, 3 points; 2. Moss, 4; 3: Trintignant, 5; 4. Schell, 9; 5. Frere, 12; 6. Campbell-Jones, 12; 7. Gendebien, 13; 8. Lewis, 17; 9. Ireland; 10. Alan Stacey, Lotus.

Wide Search for Parravano

At presstime, Tony Parravano, 42, Manhattan Beach, Calif., still was missing and a massive search had been launched by the FBI, Internal Revenue agents and local police.

The onetime owner of more than $500,000 worth of Ferraris, Maseratis and other sports cars, disappeared on the eve of his arraignment for alleged evasion of $3 million income tax payments.

Fears have been expressed for safety of the wealthy contractor, who had been in Mexico Cty and Guadalajara for two years before he was nabbed here. His $25,000 bond has been forfeited.

Reports were current that he had either skipped to Mexico or South America, or that he had been victim of foul play.

Ferrari Team Signs Ginther

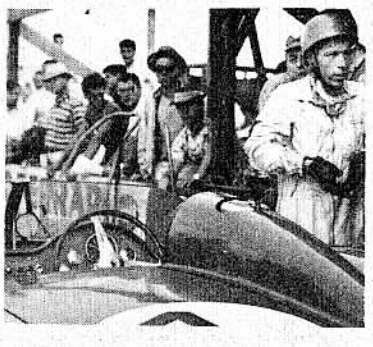
By JOE SCALZO

Specic_ to MOTORACING

Richie Ginther, Granada Hills, has been signed by the Ferrari factory to drive for them in formula and sports car racing for the rest of the season.

Ginther, who recently drove a North American Racing Team Ferrari with Chuck Daigh at the Sebring 12-hour race, is now the second Californian to drive for the famed Ferrari scuderia. Phil Hill, Santa Monica, is the other Westerner on the team. Wolfgang Von Trips, Germany; Cliff Allison, England, and the recently-re-signed Olivier Gendebien are the other members.

Ginther drove for the team once this year. In the Argentina 1000km race with Wolfgang Von Trips, he brought a team Ferrari into second place, one lap behind the winners, Phil Hill and Allison. He also drove for Ferrari last year, when he put a GT Ferrari first in this class at the Sebring Enduro.



GINTHER AT SEBRING

"I'm not sure what races I'll drive in," Ginther said before leaving for Modena last week, "but the first one will probably be the Targa Florio."

Richie has been pointing towards an international driving career ever since he drove in his first sports car race, Pebble Beach, 1950. Since then he has raced for Joe Lubin, John Edgar and John and Eleanor Von Neumann.

At Pebble Beach he raced an MG-V8-60, then a Porsche, Aston Martin and Ferrari.

DIDN'T QUALIFY

TRENTON, N. J., April 10—Rodger Ward won a 100-mi. race for Indy cars here today, and top sports car driver George Constantine failed to qualify in his Tossi Vatis Spl. He hopes to race at Indy May 30.

NATIONAL RACE

DANVILLE, Va. — A national SCCA sports car race program will be staged at nearby Virginia Intl. Raceway April 30-May 1. Walt Hansgen will try to make it five straight at VIR.

LETTERS to the EDITOR

'IS PAYOLA WITH US?'

Undoubtedly there are numerous complaints from drivers, pit crews, officials and spectators following EVERY race --- complaints concerning starting position, trophies, rules and regulation, etc.

These gripes, in my opinion, are minor in comparison to the incidents which took place during the amateur and pro races at Riverside April 2 and 3!

After checking with each driver on the grid during production G, H and I event on Saturday, the starter raced madly up through the pack, looked the cars over, and gave them the green flag. At that time, there was still a pit crew on the grid; two of the cars in the front line were at least half-a-car length in front of the third; and in the rear of the pack, the cars were edging forward from the time the starter turned his back!

While, in the production D & E race, the first three cars were completely past the starter before he dropped the green flag.

And in the women's race, the starter took it upon himself to play pit crew for Joan Galloway — giving her signals as to when to "stroke" it and when to put her foot in it. Politics?

How in the world does Ken Miles get away with passing two cars on the right side, when the race is being run under the yellow flag, forcing tow truck officials to run for their lives?

And, last but not least, aren't drivers warned to back off the throttle when running through a dust cloud? If warned, why did Russell Cowles (Ferrari #24, go "hell bent for election" through the dust cloud on turn #4 following Von Dory's accident? The result of which was seen when Dick Morgensen (Ferrari #46, pulled into the pits with a hole torn in the side of his Ferrari, because Cowles failed to slow down going through the dust and hit Morgensen's car.

Has "payola" reared its ugly head in the sports car world too?

NAME WITHHELD BY REQUEST
Los Angeles

RAPS RIVERSIDE RACE

You can have your pro races at Riverside. Don't know how you feel, but I've seen much better racing in amateur events -- at least a better percentage of cars finish.

ASHWOOD WALGROVE
San Francisco

BALL BEARINGS

. . . Unless the pound sterling (GB) has been re-valued lately (which is, of course, possible) 25,000 pounds for three Astons would come to about $23,000, rather than $30,000, as you indicated. Rather an insignificant sum to David Brown, but it would be almost enough left over to purchase one of Mr. Nethercutt's Ferraris.

. . . I agree with you in many of your observations. Most writers do not know a Corvair from a Corvette and this pertains to magazine writers as well as newspaper reporters, although the garbage printed in the dailies is by far the worst.

However, what can one expect from newspapers that print nothing but moronic garbage from page 1 through the sports section. For example, LA Examiner runs something to the effect — "How I would shoot the Finch Trial if we could televise it, by a TV cameraman."

Oh goody, blood, blood, blood enough to suit an oval fan!

Your paper is much needed by enthusiasts and, overall, I believe it to be an excellent publication, so you can see I don't take my blasts at your blasts too seriously.

Take care of your ticker, so you'll be around long enough to blast for many years to come.

DICK BALL
Newport Beach, Calif.

CREDIT TO MILES

In a way we have to plead guilty that we did not mention Ken Miles in the Porsche driver release. But you may recall that we only mentioned those drivers that were SCCA champions and, while we fully recognize the tremendous contributions that Ken Miles has made and will make, this was an unintentional slip and not meant in the way that you wrote it up. Also I must say that we in the East are rather unhappy about the so-called West Coast championship which some of the people have been trying to get across. Unhappily this view has been accepted in Europe. I think the problem is very simply that, by doing what we did, we straightened out the problem a bit further and if Ken Miles would one day get together with some of the Eastern drivers and also McAfee would come into the picture too, I am sure we would have a most exciting race. Why don't you promote something like this and then you and I can decide who the better drivers are because the results will show it. I am rooting for the California drivers to come out ahead.

With kind regards and hoping that we can provide you with further interesting challenges like this.

CURTIS J. HOXTER
New York 22, N.Y.

CYCLE INTEREST

. . . March 19-20 at Willow Springs, the first U.S. Motorcycle Grand Prix, internationally sanctioned by the FIM, was held by the AFM (American Federation of Motorcyclists (formerly Grand Prix Riders). Riders entered from as far as Canada & Central America. A wide variety of machinery — Manx Nortons, BMWs, AUS 7-R's. Ducatis, Parillas, Hondas, Yamahas, Vicents and many more; many streamlined machines. . .

R. H. CHURCHILL
Los Angeles 7

WORD FROM LONDON

. . . I enjoy your paper very much, and suggest you send it to (Philip Turner, the new Sports Editor of The Motor . . .

RICHARD BENSTED-SMITH
London, England

HEAD SHRINKING

. . . Let me say, too, while I have the chance, how much I enjoy your various swelled-head shrinkings of the self-righteous, the arrogant, and the self-centered. I once wrote Tom Wilson that I admired and respected him for calling them as he saw them — and, may I extend to you the same feelings of regard? . . .

JOHN C. RUETER
Sports Car Club of America
Westport, Conn.

TRAILER INFO

Speed limit for autos towing trailers on California public streets and highways is 45mph.

Sports Car & Grand Prix Motorcycle Racing

Vaca Valley Road Races

April 30 - May 1

10 Races Sat. — 8 Sun.
Sun. Main Event 2:30 P.M.

Admission $2 Sat., $2.50 Sun., Children Under 12 Free

Vaca Valley Raceway is on U.S. Highway 40, Between San Francisco & Sacramento, Near Vacaville, Calif.

Presented by Calif. Sports Car Club and American Federation of Motorcyclists

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COAST STANDINGS

By ERIC HAUSER

Points have been awarded for the following races: Palm Springs (LA-SCCA); Willow Springs (CS-CC); Pomona (LA-SCCA); Riverside Grand Prix (USAC-CSCC); Shelton (NW-SCCA); and Stockton (SF-SCCA). No points are awarded for beating cars which fail to finish or are running in a slower class. Cal. Club classification are used in scoring races.

MAIN EVENT
1. Bob Drake, 2.8 Maserati....74
2. Max Balchowsky, 6.6 Buick Spl....46
3. Mike Roetner, Ferrari Monza....44
4. Alex Budurin, 3.0 Ferrari T. R....43
5. Jim Connor, Lister-Corvette....40
6. Dick Morgensen, 3.0 Ferrari T. R....38
7. John Masterson, Chev. Special....37

CLASS E MODIFIED
1. Ken Miles, Porsche RS-60....43
2. Chuck Parsons, Lotus-Ferrari....25
3. Chuck Cornett, Ferrari T. R....21
4. Dick Hogue, Porsche RSK....16
5. Frank Becker, Ferrari T. R....11
5. Bob Challman, Lotus-MG....11

CLASS F MODIFIED
1. D. D. Michelmore, Porsche RS....62
2. Jay Chamberlain, Lotus....48
3. Don Wester, Porsche RS....46
4. Leon Robertson, Porsche....26
5. Ralph Ormsbee, Lotus....22
6. Sam Taylor, Lotus-MG....19
7. Tad Davies, Porsche RS....18
8. John Timanus, Lotus-MG....16

CLASS G MODIFIED
1. Art Snyder, Elva....50
2. Frank Monise, Lotus....43
3. Kurt Neumann, Lotus....39
4. Jim Pigott, Lotus....34
5. Stan Peterson, Lotus....28
6. Bob Tara, Lotus....23
7. Strother Jones, Lotus....21

CLASS H MODIFIED
1. Chuck Gounis, Fiat-Crosley....47
2. Bill Molle, Fairchild....34
3. Harry Jones, Lotus-Fiat....28
4. Jack Sparks, Miller-Sparks....20
5. George Schillreff, Saab....16

CLASS B PRODUCTION
1. Tony Settember, Corvette....24
2. Vince Mayelt, Corvette....18
3. Buford Lane, Corvette....16
4. Bob Bondurant, Corvette....11
4. Andy Porterfield, Corvette....11
4. Ray Rairdon, Corvette....11

CLASS C PRODUCTION
1. Gary Yonemoto, MB 3000 SL....29
2. Hap Richardson, Jaguar....25
3. Peter Culkin, MB 300 SL....22
4. Dave Toeffer, MB 300 SL....17
5. Frank Saraga, Jaguar....10

CLASS D PRODUCTION
1. Jay Hills, Porsche C....33
2. Lew Spencer, AC Bristol....29
3. Ron O'Dell, Porsche C....18
4. Jim Parkinson, Healey 3000....16
5. Bob Windhorst, Healey 100 S....14
5. Pete Kunkel, AC Bristol....14
6. John Brophy, Porsche C....13

CLASS E PRODUCTION
1. R. W. Kastner, Trjumph....61
2. Dr. Ken Hayes, Morgan....53
3. Ron Cole, Triumph....42
4. Roger Slowi, Morgan....37
5. Scooter Patrick, Porsche....29
6. Ed Spratt, Triumph....28

CLASS F PRODUCTION
1. Walt Davis, Porsche....97
2. Ed Barker, Porsche....89
3. Gary Beitel, Porsche....53
4. John Lumkin, MGA....44
4. Norman Babcock, Elva....44
4. Hank Montonen, Porsche....44
5. Ray Pickering, Elva....40

CLASS G PRODUCTION
1. Jim Fouch, Alfa Romeo....23
2. John English, Alfa Romeo....19
3. Bruce Augustus, Alfa Romeo....18
4. Odette Bigler, Alfa Romeo....13
5. Marshall Swope, MG....8

CLASS H PRODUCTION
1. Paul Cunningham, Sprite....96
2. Bill Young, Sprite....55
3. Dave Grossman, Sprite....43
4. Bob Bent, Sprite....33
5. Bud Smith, Turner....30
6. Ted Block, Renault....25
6. Jim Thompson, Sprite....25

CLASS I PRODUCTION
1. Hud Stephenson, Fiat-Abarth....63
2. Don McCune, Fiat-Abarth....24
3. Frank Aldhous, Fiat-Abarth....21
4. Willie West, Fiat-Abarth....13

WOMEN OVER-1600CC.
1. Gail Liebaert, Ferrari....29
2. Audrey Edinger, Corvette....25
3. Barbara Windhorst, Healey....12
3. Louise Wilson, AC Bristol....12
4. Ginny Sims, Corvette....11

WOMEN UNDER-1600CC.
1. Joan Galloway, Lotus-MG....49
2. Betty Shutes, Porsche RS....38
3. Sunnie Baker, Porsche....27
3. Paula Murphy, MG....27
4. Alice Warren, Alfa Romeo....23
5. Barbara Nieland, MGA....21

ECONOMY CAR NEWS

BY MARGUERITE COOK
MOTORACING Staff Writer

With one quarter of the year past, automobile experts are now estimating that compacts will account for one-third instead of one-fourth of all cars sold in the U.S.

Roy D. Chapin, executive vice-president of American Motors, even predicts that by 1963 one half of all cars sold will be in the smaller sizes.

Chapin also thinks that the imported car market reached its peak in this country in 1959. However, both Renault and Volkswagen, leaders in import sales, are sharply up in sales this year.

VW showed 11,973 registrations in January 1960 compared with only 6,514 the previous January. The Renault sales in January totaled 6,077 compared to 4,815 last January.

The safest prediction that can be made is that the most vulnerable imports are those in the $1,800 to $2,500 price bracket along with the new American compacts.

Imports in this price range topped 150,000 units last year, paced by Opel, Simca and Vauxhall.

Opel and Vauxhall are GM products sold by Buick and Pontiac dealers. Neither Buick nor Pontiac plan to push these imports to the same extent as in the past when their own new compacts are introduced this fall.

Simca, distributed in this country by Chrysler, is said to be declining in sales since the introduction of the new Chrysler Valiant. In fact, imports of Simca are now mainly of the lowest priced model (about $1,700 at Port of Entry) and independent dealers are being sought.

Fiat, which sold 8,126 cars in California, Nevada and Arizona in 1959, hopes to sell twice that much in the same area this year. Total National Sales were about 45,000. It's expanded its dealer operations and advertising budget. Fiat, of course, belongs in the under $2,000 category that accounted for 60% of import sales in 1959.

As Ford's Comet and Falcon station wagons begin to appear on the streets, many observers wonder what's compact about them. Both appear to be more similar to standard Detroit products, at least in size. Maybe Dodge, which refers to its Dart as "a convenience car," has tabbed these new offerings best.

Who really won that economy run sponsored by that major American oil company? That appears to depend upon what ad impresses you the most. Regardless of class, American Motors Rambler American, with an average of about 29mpg, appears to have gotten the best mileage during the run from Los Angeles to Minneapolis. It was the smallest car in the field.

Nipping at Rambler's heels were the new American compacts, Chrysler's Valiant, Chevrolet's Corvair and Ford's Falcon, with averages of from 26 to 28mpg.

* * *

It may only be "true by rumor," but plans have been announced to assemble Japanese made Datsun car next year in Mexico. Jesus Galindo, director general of the Automoviles Nisan de Mexico, is making such plans . . . the eventually new compact to be announced by Buick and Oldsmobile will have water-cooled aluminum V-8 engines . . . Compact car production was expected to run 450,000 units for the first quarter of the year with Rambler leading the way.

In the Nagoya, Japan plant of Toyota Motor Mfig., big brother is watching. The company has installed a closed-circuit TV panel to keep tabs on the assembly line.

Adding to popularity of foreign cars is a growing practice of national corporations to offer them as sales award. A recent lucky winner is Bernard Greene, owner of a hearing service in Santa Monica. He won the car in a sales contest offered by the company that manufactures nationally tiny hearing aid he peddles.

*TRIUMPH TR3
*ALFA ROMEO
*RENAULT
*HILLMAN MINX
*PEUGEOT
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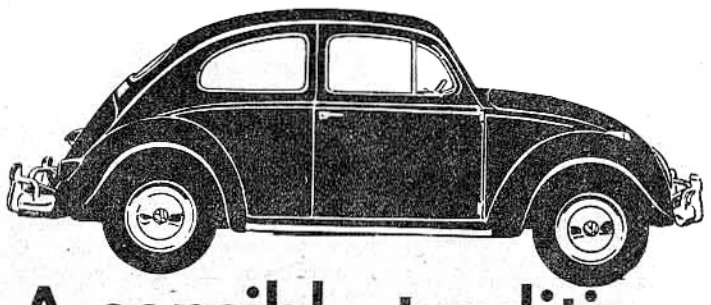

A sensible tradition

• Vignettes

KRAUSE MAY DRIVE FOR ELEANOR VON NEUMANN

(Continued from Page 1)

Much as they devoured the racing news in this publication, they still searched hungrily for the fillers the moment one had ripped one part of the paper from the other. More often than not, a filler is at the bottom of the column. As soon as they lamped one, they'd beam munificently, and one would goad the other: "This one's better than yours!"

Gordie and Gloria then sat down and penned an epistle, imploring and beseeching us to run a full page of fillers with every issue. It couldn't be done at that time, but the prospects are much brighter now.

REAL TWO-LINER

Well, sir, in MOTORACING of Sept. 18-25, 1959, there appeared a lucid, muscle-bound two-liner filler. It read: The wart hog is found in South Africa. Actually, Hugo Horke, who discovered this one, should have been rewarded with a byline for such a nifty.

This two-liner, of course, didn't satisfy everybody, so we had a few nasty letters to the editor.

But, alas, the pall of gloom lifted last week when, by airmail post, we were in receipt of an Aerogramme from Nairobi, Kenya, British East Africa. Brief and to-the-point, it was written by a fellow named BILL POWELL.

He wrote as follows:

"Dear Sir: Re MOTORACING issue of September 18-25, 1959, Vol. 4 - No. 23. The wart hog is also fcund in East Africa. Quite sincerely, Bill Powell. PS: Would you care for photograph of the new Watusi V-7 Special?"

WE GET AROUND

Now, how do you like those apples—if you think MOTORACING doesn't get around! We liked to fall off the rocking chair.

Since then, investigation has disclosed this ungainly beast (the wart hog), which has two pairs of rough warty excrescences (or warts) below the eyes, and large protruding tusks, is found both in South Africa and in northeast Africa.

Therefore, on a technicality, Mr. Bill Powell is correct. We stand corrected. For this bit of massive enlightenment, we are more than happy to give Mr. Bill Powell a three-year subscription to MOTORACING.

True, the aforementioned has little to do with road racing, rallying and economy car news. As usual, when we stray from these subjects, a certain segment of our readers lets us know about it in no uncertain terms.

So let the blasts come. We are ready for them! Voila tout!

—PAX—

BREAK FOR KRAUSE

MEANDERINGS — We have long contended that young BILL KRAUSE is one of the best drivers around here. And now it is heartening to learn that before long he may be driving some expensive Ferraris for ELEANOR VON NEUMANN. After she meets with ENZO FERRARI in Italy to find out what is available in the latest and best of the Ferrari line, Krause is due to find himself piloting a super mount for Eleanor and Ferrari Representatives of Calif., Inc.

Krause knows racing cars. Three weeks before the recent Riverside race he lost the transmission on his Corvette - powered D-Jaguar; two weeks before the race he lost the engine, and one week before he flipped the car.

At 9:30 a.m. on the day of the race, the car blew the transmission. It was disassembled, and with help from the Scarab crew the broken lower shaft was repaired. Everything was fixed, and at 12:02 p.m., young Bill qualified.

His time was 2:06.97, second only to BOB DRAKE's 2:05.24 in the 2.8 birdcage Maserati. The car, however, was a DNF in the big race.

—PAX—

DIRTY POOL — We have never thought it kosher for the Cal Club to invade Laguna Seca and other San Francisco SCCA haunts—and have said as much. But this must be brought out:

Early this year SF SCCA publicly announced the No. Calif. schedule, listing a PRACTICE SESSION for April 23-24 at Cotati and a full-fledged race for the Cal Club on April 30-May 1 at Vaca Valley. Then, about a month later, SF SCCA announced it was holding races, NOT a practice session, at Cotati on April 23-24.

So we find two No. Calif. races a week apart. This, amigos, is nothing less than dirty pool, regardless of the Cal Club's invasion tactics.

Sometimes, I think, that No. Calif fog affects the brain even more than the LA smog!

—PAX—

LIONCAGE SPL.

BRIEFLY — The JIM LARKIN-ERIC HAUSER ex-Old Yeller has been renamed the Larkin Lioncage Spl. Early in February, Larkin went off turn 4 at Riverside (same spot where PEDRO VON DORY was killed). It took 145 separate straightening operations (cutting, welding, heating and bending) to fix the Corvette-powered racer. Now it has a GMC blower and produced 400hp. Watch out for it . . . A good deal for Advertising Agencies, which handles Toyopet, is the acquisition of a chap with a lot of know-how in racing and the imported car field, FRANK QUATTROCCHI, to handle public relations . . . In the market for a top Porsche RS? Check BETTY SHUTES' car at VASEK POLAK's in Manhattan Beach . . . ART SNYDER, the Elva distributor, who whacked the rail at turn 6 at Riverside, has said he's quitting racing. Our hunch is that he'll be back . . . MAX BALCHOWSKY will drop the flag for start of the big benefit Buddy Rally May 1 at the VA Hospital in West LA . . GORDON H. MARTIN is writing a sports car column for the SF News-Call Bulletin . . . OLD GOLD SUIT was saying over the radio that "to my knowledge" World Driving Champion JACK BRABHAM'S appearance at Riverside was his first start in this country. Wrong. Brabham pushed his car across the finish line in the US Grand Prix at Sebring last December . . . Big Laugh: how every car said it was a winner of something or other in the recent Economy Run . . HUGH RANDOLPH is writing good sports car stuff for the Oakland Tribune. He picked SHELBY as the winner, wrote MILES would be close on Shel's tailpipe. They finished 1-2 . . . Both PHIL HILL and RICHIE GINTHER have left to drive for Ferrari in Europe. Enzo invited Richie to go in five races and do some car testing. "Jackie," Richie's spouse, may soon be leaving to join her husband . . . A good deal is that school to learn to handle small cars on the highway, and the driver, practice and training sessions—all planned for Riverside Raceway. This should lessen the massive number of bum highway drivers in So. Calif.

RALLY DOINGS — Petite Billie Cornell, left, reigns as queen of ISCARA'S Buddy Rally Sunday, May 1, for benefit of disabled vets at the VA Hospital in West L.A. At right, Dusty Brandel holds race driver Jay Chamberlain's "Easter Bonnet." He is one of chauffeurs for more than 300 underprivileged children on Easter egg hunt, picnic and stage show. This is part of Rally de Bunny Hop Saturday, April 16.

Cal Club Races At Vaca Valley

California Sports Car Club stages its next program April 30-May 1 with races at Vaca Valley Raceway near Sacramento.

Main event on Sunday will be 20 laps for modified cars over 1500cc displacement.

New feature of the Sunday program finds the big-bore main event slated as the fourth race of the day and should get underway about 2:30.

Vaca Valley is located on U. S. Highway 40 between San Francisco and Sacramento.

Calendar

18—Pau Grand Prix (all categories).
19—Goodwood race meeting.
22-23—New England, regional race, Lime Rock, Conn.
23-24—Arkansas regional race.
23-24—SF SCCA - RDC races, Cotati Raceway, Cotati, Calif.
24—British Columbia SCC Race, Westwood, B. C.
25—Syracuse Grand Prix.
30—Aintree Race Meeting (Form. 11, sports cars and Form. Jr.).
30—May 1—Vacaville, Calif. CSCC races.
30-May 1—Natl. SCCA races, Virginia Intl. Raceway, Danville, Va.

MAY

1—Ascri Cup, Monza, Italy. (Grand Turismo, 1000cc.)
7—New England — Lime Rock Race rain date.
7-8—Alabama—Race, Tuskegee.
7-8—N.E. Michigan—Race.
8—Targa Florio, Italy (Sports Cars, Grand Turismo).
14—Silverstone Race Meeting (Form. 1,11, Sports Cars, Grand Turismo).
14-15—Chicago—Regional Race.
14-15—PCC Race, Shelton, Wash.
15—St. Louis—Westroads Concours d'Elegance.
15—Prix Paris (all categories).
15—Naples Grand Prix Form. Jr. and Sports Cars.
15 — Hillsborough Concours d'Elegance.
15—Salt Lake City, Utah, PCC event.

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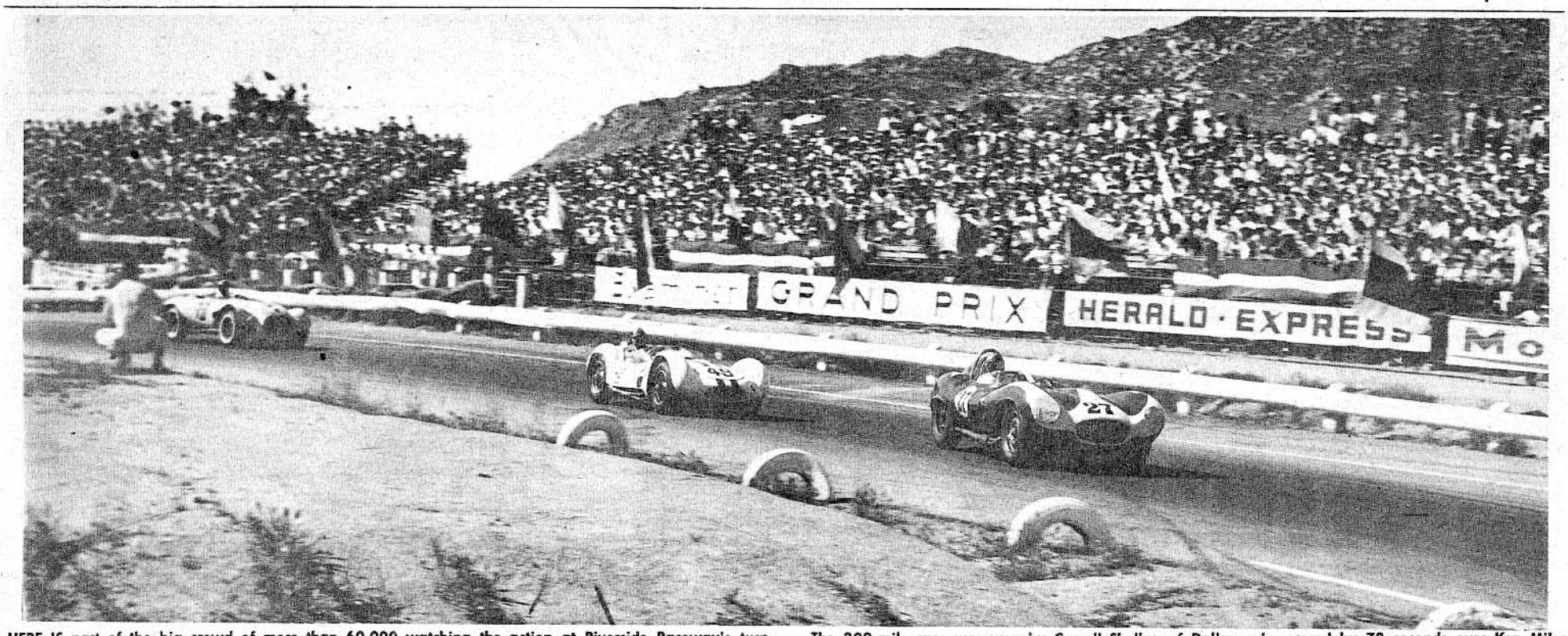

HERE IS part of the big crowd of more than 60,000 watching the action at Riverside Raceway's turn 6. Bill Krause, in Corvette-powered D-Jaguar leads Bob Drake, 2.8 birdcage Maserati. The 200-mile race was won by Carroll Shelby, of Dallas, who scored by 72 seconds over Ken Miles. (MOTORACING photo by Henry N. Manney III)

Safety In Motoracing

By DICK TODD

For those of you who have attended many, many technical (safety) inspections and still do not know the standard procedure used by both (SCCA, CSCC) clubs, let me refresh your memory.

1. As your car comes in, general appearance is checked. While the driver, mechanic or owner is still in the car, headlights, tail and brake light, horn and hood fastening are checked.

2. As you alight from the car, you are asked to jack the front end of the car up and lift the hood (or if you prefer, the bonnet). At this time, the engine compartment is checked for:

a. Water, gas and oil leaks.

b. Firewall, fanbelt, wiring (no frayed or bare wire is permitted).

While the front end is up, wheels, tires, spokes, bearings, shocks, suspension and linkage are checked. Leakage from the crankcase and transmission is also checked.

3. You are then asked to drop the front end and lift the rear with the jack. During the process, the windscreen, cockpit firewall from inside, fire extinguisher (if required), seat belt and fastenings, helmet, goggles, clothing and roll bar are checked.

4. When the rear section is up, the exhaust system (which should protrude behind the driver), rear wheels, tires, bearings, spokes, differential (for leakage), suspension, shocks, drive line and fuel tank are checked.

5. You then drop the rear of the car and are asked to lift the deck lid (if the car is equipped with same). At this time, the spare wheel and tire (which should be usable) are checked.

6. There are many items checked at Safety Inspection which are unknown to the people involved unless there is a discrepancy. They are too numerous to mention. However, it is a very simple process and with a little understanding and cooperation from the driver, owner and mechanic, it can be accomplished in a short time.

Believe it or not, the "Satans" of scrutineering like to see you run from time to time, so try to help wherever possible. You can still make the last few laps of the cocktail hour.

(Articles on safety, by Dick Todd, will appear in MOTORACING from time to time.)

"The only pessimist (re auto industry) I know today is a cranberry merchant who bought an Edsel."—Jim Roche, General Motors VP and Gen'l Mgr. of Cadillac.

Great Canyon Rally

Telephone entries will be accepted for one of the top rallies in the US — the 3rd annual Great Canyon SCCA Natl., starting from Tucson, Ariz., April 23. Please call AXtel 8-1150 in Tucson. This rally is over some of the most scenic terrain in the country.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

MANY PEOPLE HAVE ASKED why we didn't enter the Bridcage Sprite in the Riverside Grand Prix. Actually, we intended to do so. We arrived at the course early Saturday morning with a flame-proofed bush jacket and our Snell Foundation-approved white hunter hat.

We arrived so early that the gates weren't open yet, so we decided to have a jellied bourbon sandwich and a cup of coffee while we waited. Cunningly set up the canned heat stove on the bonnet of the Sprite. Wind blew the flames this way and that. Burned off the paint. Raised a devil of a stink. Coffee was lousy. Forgot to put water in the pan. Dry, man, dry.

Bad Loser

We mentioned this chap once before, the car salesman in the Valley, who writes a sporty car column for one of the local papers. Doesn't really write much anymore, but he sure does run a long coming events calendar.

Anyway, some time ago he took umbrage to our remarks about slaloms and stated, "Let's face it, Shedenhelm is a bad loser," or words to that effect. This is a perfect example of how little the beggar knows about the local sports car scene. If he'd bothered to check his facts or to ask a few more-knowledgable people about the matter he would have soon learned that not only is Shedenhelm a bad loser, but he's a lousy winner to boot.

If we do better than 5th in class at a 6-car slalom held by the Pismo Beach Stutz Bearcat Owners' Club, we're intolerably snobbish for a week. If we should ever take a 1st overall (oh, come now WRC, get off that pipe) we'll probably complain because the trophy is too small or the crowd didn't applaud enough.

This guy thinks we're a bad Loser! Fah!

CLUB BANNED

Events by the Calif. Competition Club, No. Calif. Sports Car Club, have been banned for SF SCCA. SCCA officials failed to give a reason. SCCA license holders taking part in CCC events face a 90-day suspension.

COOPER FOR WEISS

Sam Weiss, ex-Porsche driver from Sacramento, has bought the 2-liter Cooper-Monaco which world champion Jack Brabham of Australia raced recently at Riverside.

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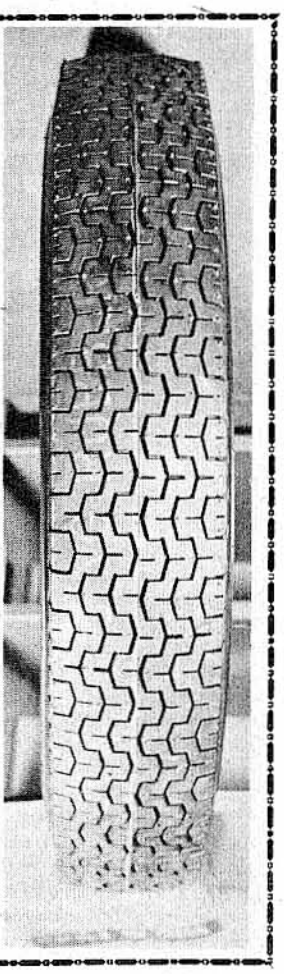


Topflight Photo Coverage of Riverside Race

PEDRO VON DORY, of Argentina, who was killed near finish of this race when his Porsche RS-60 hurtled off the course at turn 4. Below: What was left of the car. (Top photo by Bill Norcross, bottom by George Robitschek)

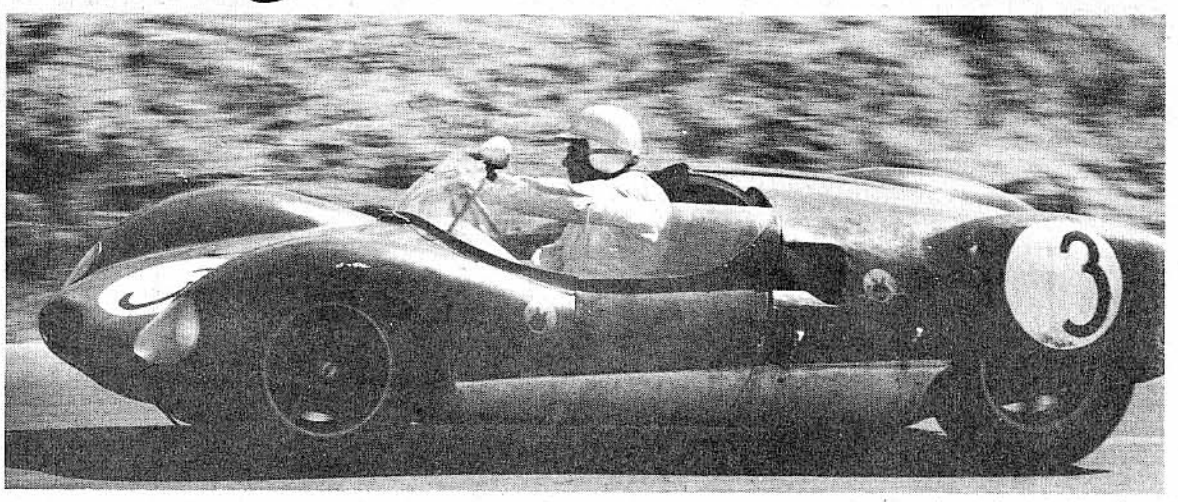
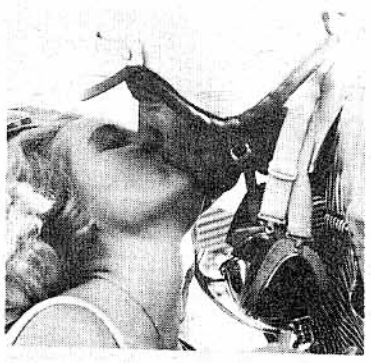
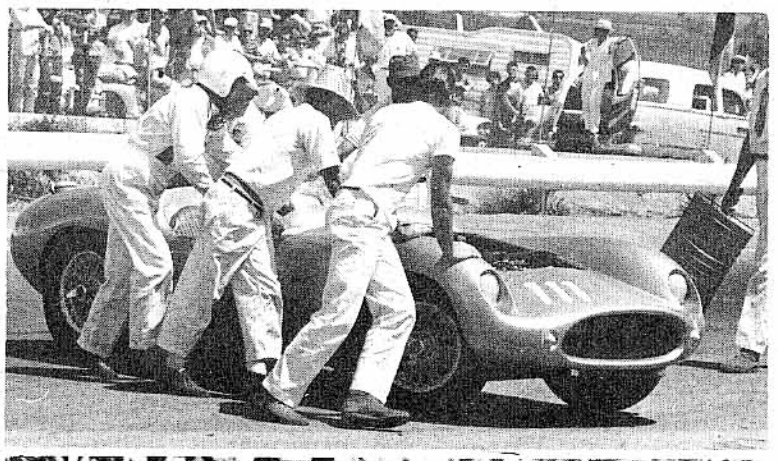


Photo by Robert P. Tronolone

WORLD CHAMP JACK BRABHAM BOOMS THROUGH TURN 6 IN COOPER-MONACO

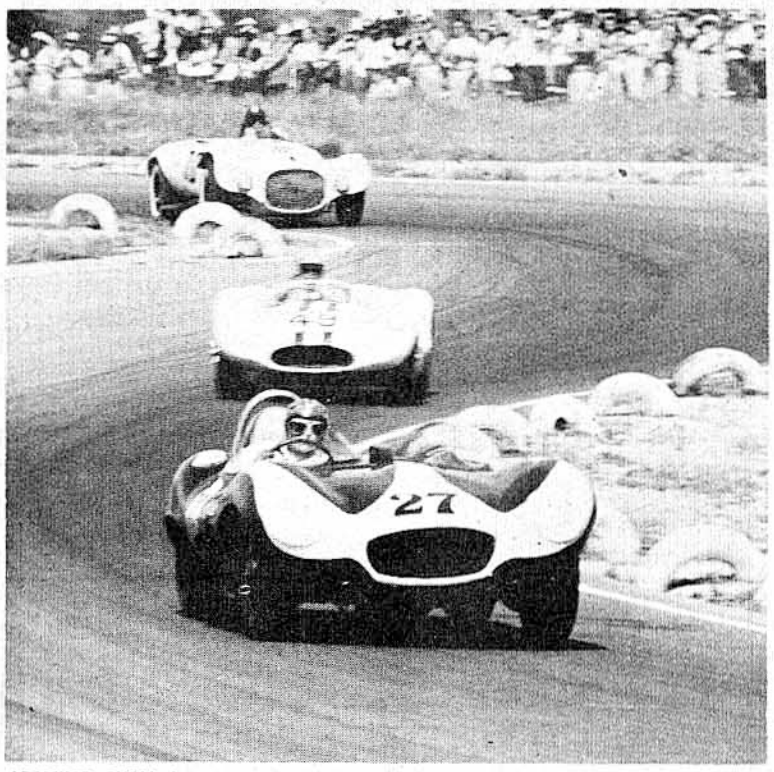




SECOND PLACE, 1ml2s behind the winner, was Ken Miles in a new Porsche RS-60. Miles won 1st running of this race last year at Pomona.
(MOTORACING photo by Henry N. Manney III)

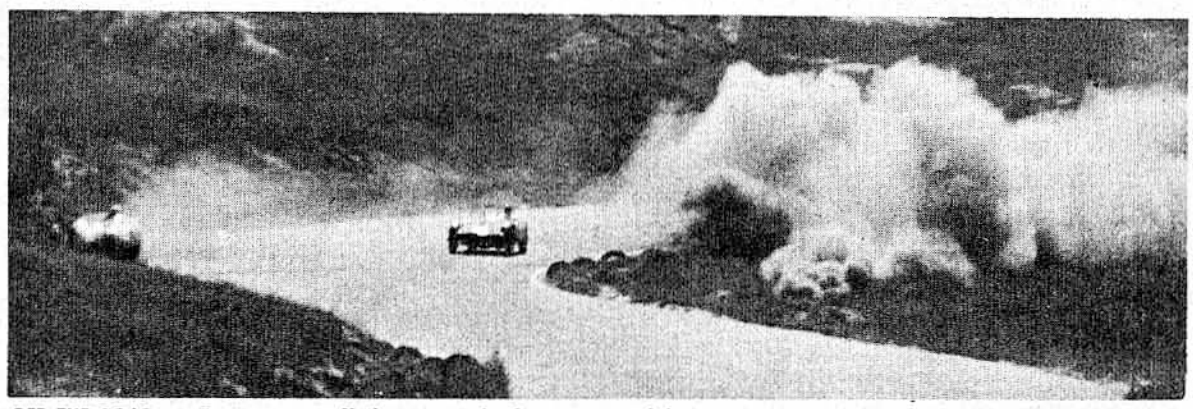
KISS-N-KASH—Winner Shelby gets kiss from beautiful race queen Jan Harrison --- and they're not kidding here! Below: The Dallas pilot displays part of his $7200 loot --- $1200 check from Goodyear Tire Co. for using Goodyears on his Maser. (Photos by Bill Norcross)

INDY WINNER and USAC Natl. champ Rodger Ward ran into tough luck and failed to qualify when Chevy-powerd Devin SS blew clutch pressure plate on 1st lap of trials. Ward spun and was unable to restart. Here, Ward helps push car out of the way. Below: Ward's car is towed through turn 8.
(Top photo by George Robitschek, bottom by Bill Norcross.)

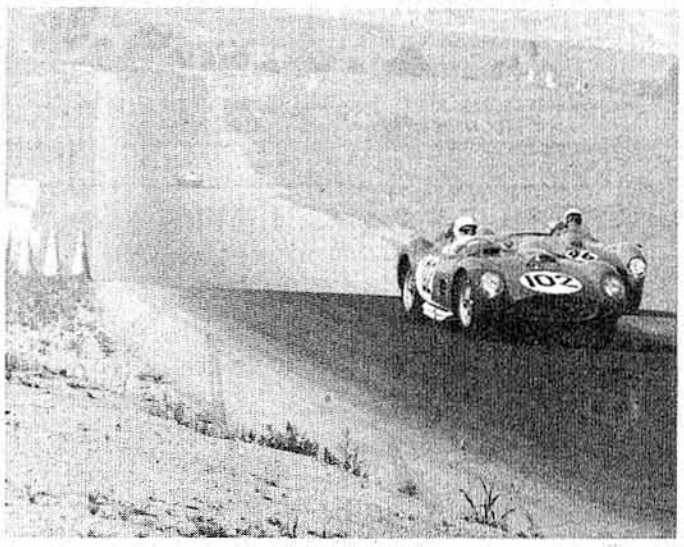


LEADER FOR part of the big race before he was forced out, Bob Drake's Maserati overhauls Clem Proctor's Aston Martin DB3S as they speed out of turn 8.
(Photo by Robert P. Tronolone)

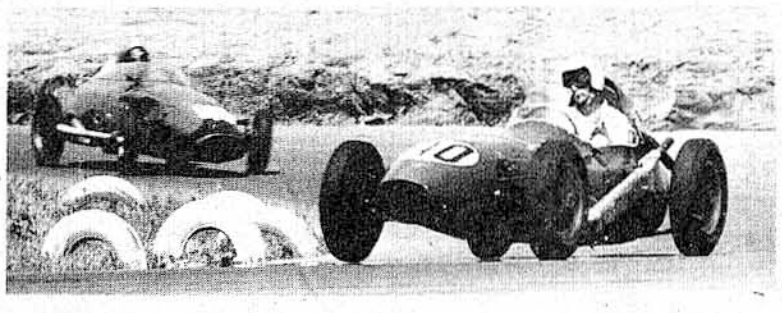
LEAVING TURN 8 on 1st lap, Bill Krause's D-Jag-Chev. leads Bob Drake and Dan Gurney in Old Yeller II Buick Spl. (Photo by Bill Norcross)



OFF THE ROAD — Two cars go off the course simultaneously in the consolation race. Lost in the big cloud of dust is a C-Jag-Corvette, driven by A. J. Foyt, while visible at left is an Aston Martin-Corvette, piloted by Jack Matthes.
(Photo by George Robitschek)



OVER THE RISE is Pete Lovely in Jack Nethercutt's 3.0 Ferrari, which finished 3rd behind Drake and Miles. Following closely here is Dick Morgensen, 3.0 Ferrari, who took 4th.
(MOTORACING photo by Henry N. Manney III)



AMERICA'S FOREMOST Formula Jr. winner, Jim Hall of Dallas, won the FJ race at Riverside in Elva-DKW, and here leads J. P. Kunstle in Stanguellini Fiat through turn 8. Hall also won the FJ race recently at Sebring in this marque.
(Photo by Bill Norcross)

FANS PERCHED every place they could to view the 200-miler, such as this scaffolding, which was transformed into a crazy-quilt pattern, (MOTORACING photo by Henry N. Manney III)

Shelby Victor At Riverside

By W. R. C. SHEDENHELM
MOTORACING Staff Writer

RIVERSIDE, Calif., April 3—The $20,000 Riverside Grand Prix for sports cars went not to the swift, but to the cagey. Carroll Shelby, co-winner of last year's LeMans race, sat back in a comfortable 4th spot during the early laps of the 200-mile, 62-lap event, while ahead of him Billy Krause (Corvette-powered D-Jag) took an early lead, with Bob Drake ("Birdcage" Maserati) and Dan Gurney (Old Yeller Mk. II) in 2nd and 3rd. Krause blew his gearbox in the early laps, moving Shelby into 3rd.

Half way through the race Drake went into the pits with ignition trouble and Shelby was 2nd. Gurney, on his first ride in the Balchowsky Buick Special, led for a dozen more laps, and retired with a blown piston.

Shelby, a half-lap back, but more than a lap ahead of the next placed car, Ken Miles' Porsche RS-60, stroked his "Birdcage" Maser home to a $7200 1st place.

Driver Killed

Tragedy darkened the last laps of the USAC race when Count Pedro von Dory driver from Argentina, was killed in a spectacular crash on turn 4. Von Dory, driving a Porsche RS-60, was 3 laps behind leading driver Shelby, then on his 59th lap. At turn 2, the beginning of the uphill "esses", Shelby, stroking the Maser for an easy win, waved Von Dory by. The Argentinian led Shelby into turn 4 by 100 feet, but drove straight off the sharp right-hand bend. The Porsche, travelling at close to 100mph, nosed into a ditch and flipped end over end. Von Dory, ignoring his safety belt, was thrown out on the 2nd flip, flew 50 feet through the air and landed on his head. He died instantly from effects of a depressed skull fracture, broken neck, crushed ribs and broken legs.

Shelby, who averaged 87.5mph, won by 1m12s over Miles. Pete Lovely was third in a 3.0 Ferrari, followed by Dick Morgensen, 3.0 Ferrari and Russell Cowles, 3.0 Ferrari. Only 16 cars from a field of 37 finished in baking 95-degree heat.

Horseshoe Nail

Drake, co-owner of the popular Grand Prix restaurant, was an early race favorite after turning the best qualifying time of the race weekend, 2:05.24, in a "Birdcage" Maserati. After running a close 2nd behind Krause's D-Jag for the first dozen laps, then leading for a dozen more, he was forced out of the race when the car began to mis-fire. The cause was a broken wire between the distributor condenser and the ground connection, a 2-cent piece of wire which cost Drake and the car owner better than $6000.

Waiting Game

Shelby, not driving the "charging" race he has been so well known for on the West Coast, took $3000 for 1st overall, $3000 for 1st over 2-liters and an additional $1200 for being 1st overall using Goodyear Tires. Miles, also playing his usual waiting game, didn't enter the top 5 cars until the 62-lap race was two-thirds over, letting the hot-dog drivers drop out ahead of his light, small-engined Porsche. Early in the race Miles was 1st in the under 2 liter class and assured of a class win, but kept up his rapid and consistent pace to take 2nd overall.

Champions Crumble

The expected battle between Jack Brabham, 1959 world's champion GP driver, and Rodger Ward, 1959 Indianapolis winner, never came close to materializing. Brabham, driving a Cooper Monaco, took best under 2-liter qualifying time, but was plagued with constant troubles throughout the money race, finishing 6th overall and 2nd under 2 liters.

Ward had several potent rides disappear with engine trouble in practice and was almost left at the starting grid. At the last moment, "Ebb" Rose, who had placed 2nd in the consolation race, thereby qualifying the car for the big race, offered his car to Ward. After a few early laps, Ward, completely unfamiliar with Corvette-powered Kurtis, turned it back to Rose, who ended up a DNF.

Formula Junior

The pre-race formula junior event started 8 cars, with Jim Hall's Elva DKW leading from the flag, followed in the early laps by the George Beavis' Offy. In Saturday's Formula event, Beavis had taken a 2nd to Jean Pierre Kunstle (Stanguellini Fiat) turning 128 mph down the back straight, 14 mph faster than the front-running Kunstle. Beavis, running a good 2nd on Sunday, threw a rod and thereby ended another nearly-completed race with Offy-powered HRG, MG, formula 2, formula libre, formula junior car. Kunstle, Saturday's winner, was 2nd, followed by Ed Freutel in another Stanguellini Fiat.

The Formula III cars were not invited and did not run.

Qualifying Times At Riverside

COURSE 3.275 MILES

1	Drake, 2.8 Maserati	2:05.24
2	Krause, D Jag-Chev	2:06.97
3	Gurney, Buick Spl.	2:07.80
4	Shelby, 2.8 Maserati	2:07.94
5	Brabham, 2.0 Cooper Mon.*	2:08.45
6	Stevenson, Mercedes Corv	2:08.56
7	Hall, 4.5 Maserati	2:09.27
8	Howard, Huffaker-Chev	2:10.77
9	Settember, 4.9 Ferrari	2:11.40
10	Morgensen, 3.0 Ferrari	2:12.08
11	Ruby, 4.5 Maserati	2:12.22
12	Miles, Porsche RS-60*	2:12.57
13	Bondurant, Maserati	2:13.06
14	Pabst, Scarab	2:13.80
15	Flaherty, Lister-Jag	2:13.94
16	Proctor, Aston DB3S	2:14.68
17	Woods, Devin-Chev	2:14.70
18	Connors, Lister-Chev	2:14.87
19	Cowles, 3.0 Ferrari	2:15.24
20	Parsons, Lotus-Ferrari*	2:15.30
21	Blackwell, Jaguar D	2:15.52
22	Connell, 4.1 Ferrari	2:16.42
23	Chamberlain, Lotus XV*	2:17.22
24	Graham, 3.0 Ferrari	2:17.48
25	Reventlow, Scarab	2:18.69
26	Wester, Porsche RS*	2:18.95
27	Lewis, Chev Spl	2:19.44
28	Michelmore, Porsche RS*	2:19.86
29	Chaffee, Devin-Chev	2:20.59
30	Foyt, C Jag-Chev	2:20.84
31	Nethercutt, 3.0 Ferrari	2:20.89
32	Matthes, Aston-Chev	2:21.57
33	Dixon, Maserati	2:21.62
34	Neumann, Lotus XI*	2:22.29
35	O'Connor, Lola*	2:22.78
36	von Dory, Porsche RS-60*	2:23.10
37	Pigott, Lotus*	2:23.97
38	Snyder, Elva MK V*	2:24.10
39	Rose, Kurtis-Corv	2:25.05
40	Carter, Talbot Spl	2:26.26
41	McGee, Kurtis-Corv	2:29.69
42	Challman, Lotus-MG*	2:37.16
43	Leyden, OSCA*	2:37.33

*—Under 2000cc, others over 2000cc.

Starting grid: Fastest 20 qualifiers over 2 liters, fastest 10 qualifiers under 2 liters, first 10 overall from consolation race.

Lap Positions For Riverside Race

Following are leaders at various stages of the 200-mile Riverside Sports Car Race April 3.

Lap 1	Lap 10	Lap 20	Lap 30
Krause	Krause	Drake	Gurney
Drake	Drake	Gurney	Shelby
Gurney	Gurney	Shelby	Ruby
Ruby	Shebly	Ruby	Miles
Brabham	Ruby	Connell	Flaherty
Lap 40	**Lap 50**		**Finish**
Shelby	Shelby		Shelby
Ruby	Miles		Miles
Miles	Lovely		Lovely
Morgensen	Morgensen		Morgensen
Lovely	Bondurant		Cowles

Leaders: Krause, laps 1 to 11; Drake, laps 12 to 26; Gurney, laps 27 to 38; Shelby, laps 39 to 62.

How They Cut Up Riverside Pie

Here is the $20,990 payoff of the newspaper - sponsored sports car race held at Riverside Intl. Raceway:

SHELBY: $7200 ($3000 1st overall, $3000 1st over 2 liters, $1200 1st overall using Goodyear Racing Tires).
MILES: $2125 ($2000 1st under 2 liters, $125 1st Porsche).
LOVELY: $2000 (2nd over 2 liters).
BRABHAM: $1700 ($1500 2nd under 2 liters, $200 fastest qualifier under 2 liters).
MORGENSEN: $1500 (3rd over 2 liters).
WESTER: $1075 ($1000 3rd under 2 liters, $75 2nd Porsche).
COWLES: $1000 (4th over 2 liters).
DIXON: $850 ($750 5th over 2 liters, $100 3rd in Consolation Race).
MICHELMORE: $800 ($750 4th under 2 liters, $50 3rd Porsche).
LEWIS: $500 (6th over 2 liters).
CHAMBERLAIN: $500 (5th under 2 liters).
CHALLMER: $250 (6th under 2 liters).
DRAKE: $250 (fastest qualifier over 2 liters).
NETHERCUTT: $250 (1st in Consolation Race).
ROSE: $210 ($150 for 2nd in Consolation Race, $60 for 31 laps in Main).
CONNELL: $180 ($120 non-prize-winner with most laps, $60 for 31 laps).
For completing 31 laps, $60 each: Chaffee, Eubank, Blackwell, Parsons, Bondurant, Proctor, von Dory, Ruby, Gurney, Pigott.

Sales Go Up

NEW YORK, April 14—Sports Cars Illustrated showed a 35.7 percent increase in ad linage for its April issue, it has been announced by Arne Gittleman, advertising director of the Ziff-Davis publication.

Subscribe to MOTORACING

PITSVILLE

BY MARIE DIXON

RIVERSIDE, Calif., Apr. 3—At a signal from the starter, engines were fired and we waited . . . and waited . . . and waited. A second look at the grid showed us the first half of the pack was quiet. It was only the last 20 or so that were sitting on the grid in 94-degree heat-revving.

The drivers of these machines had no that the frontcars were off and waiting for JACK BRABHAM to get the Cooper on the grid. They were making all kinds of movements with their arms trying to get the ball rolling as their cars were getting hot.

After Brabham's car was hurriedly pushed into position, the rest of the cars were turned on and ARNIE CANE, started his running check. As he reached the rear cars, all gave him a fierce wave that INDEED they were ready and to egt going.

No one begrudges a delay for any car but why weren't the rest told to kill it??? Many were boiling by the time the flag dropped, and JIM CONNORS DNF'd his Lister Chevy as a result.

HIS ENGINE died at the start and he looked mighty worried about getting hit. He came through ok and was pushed off the grid. They got the car started on the 2nd lap but he was in again on the 4th -- out & in again on the 6th. This stop he got a steaming bath when the water cap was removed. While the car was taking water a fire extinguisher was used in an effort to cool the Lister. He was sent out again only to retire 2 laps later.

Many others were at the danger point but managed to cool down after they got running.

JIM HALL dropped out at the start when he snapped the rear shaft on the Maser.

After having 3 cars at his disposal, RODGAR WARD turned up Sun. morn. without a car. The Kurtis-Corv. driven to 2nd place in the consolation race by "EBB" ROSE was turned over to him right before the GP.

Ward dropped out on the 6th lap with fading brakes and A. J. FOYT took over On the 50th lap, Foyt pulled off the course just past turn 1 with a blown engine.

If JACK BRABHAM hadn't had carb. problems it's very possible he would have turned in a performance that would have left us all stunned. After 3 pit stops he lost 3 laps and, running sour, he was only 4 laps behind the leader, 6th overall and 2nd in class, at the finish.

AUGIE PABST threw a rod in his Scarab on Fri. but the car was ready for Sun. His engine was working fine in the GP, but he went out with broken rear end.

His racing partner, LANCE REVENTLOW, after being enthused about having a strong engine in his Scarab, froze up on his first qual. run.

On the 14th lap ART SNYDER rammed his Lotus into the guard rail on turn 6. Snyder was only shaken up but the car will need some attention. Besides body damage, the frame looked sprung and the left front spindle broken.

A sigh of disappointment was audible throughout the pits when DAN GURNEY, 18 seconds in the lead, went out on the 40th lap in the BALCHOWSKY Spl. with a blown head gasket.

JACK FLAHERTY got shaken up on the 27th lap when he smacked into the bank on turn 4 in his Lister Jag. The car was towed off.

On the 45th lap CLEM PROCTOR brought his Aston Corv. in for a left tire change. After some difficulty he got bask in the race but was out 3 laps later minus oil pressure.

The 4.9 Ferr driven by TONY SETTEMBER was eliminated on the 49th lap with a possible broken valve.

LLOYD RUBY'S 4.5 Maser came unglued on the 50th lap and CHARLES PARSONS lost the left front wheel in turn 9 on his Lotus.

Only seconds later but on the 58th lap COUNT PEDRO VON DORY was killed when his Spyder went off the course and flipped in turn4, throwing him out.

After the race was over, a USAC official told me that there will never be another USAC-FIA race without safety belts.

Just past turn 4, RUSSELL COWLES, possibly distracted by the accident, ran into DICK MORGENSEN. Cowles' Ferrari came out clean but Morgensen's had the door pushed aside so you could see in the cockpit

Congratulations to crowd control. They were really on the ball, catching beer-drinking in the pits.

Talking about the stuff, some beer-drinking spectators on a scaffold at turn 6 got into a beef & one had a bottle broken over his head.

After the last Pomona, I accused JIM VAN TREES of unsafe actions on his motorcycle in the pits and of being on the course 2 times after a race started. I unjustly accused him of both things. He was guilty of only the pit action; the motorcycle on the course was one of the private police.

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RIVERSIDE RACE CHART

TIME: 2:19:12 — LAPS: 62 — AVG: 87.5 — MILES: 203.05

POS	SEC BEHIND	DRIVER	MAKE OF CAR	B	C	D	E	F	G
1		Shelby, Carroll,	2.8 Maserati			1			
2	72	Miles, Ken,	Porsche RS-60				1*		
3	107	Lovely, Pete,	3.0 Ferrari			2			
4	125	Morgensen, Dick,	3.0 Ferrari			3			
5	2L124	Cowles, Russell,	3.0 Ferrari			4			
6	3L23	Brabham, Jack,	Cooper Monaco				2*		
7	90	Dixon, Bill,	Maserati			5			
8	97	Wester, Don,	Porsche RS					1*	
9	4L46	Michelmore, D. D.,	Porsche RS					2*	
10	94	Lewis, Rick,	Chev Spl	1					
11	5L93	Connell, Alan,	4.1 Ferrari	2					
12	115	Chamberlain, Jay,	Lotus XV					3*	
13	6L54	Chaffee, Jim,	Devin-Chev	3					
14	8L58	Eubank, Jack,	Talbot Spl	4					
15	9L39	Blackwell, Carlyle,	D-Jaguar	5					
16	38L130	Challman, Bob,	Lotus MG				3*		

DNF: Pabst, A; Snyder, Parsons, Von Dory, Ward-Rose, Krause, Ruby, Drake, Settember, O'Connor, Hall, Howard, Bondurant, Gurney, Connors, Proctor, Pigott, J., Flaherty, Woods, Stevenson, Roberts.

.....DNF's finishing 31 or more laps - Parsons, Von Dory, Ruby Bondurant, Gurney, Proctor, J. Pigott.

*Under 2000cc.

(Compiled by Long Beach MG Club Scoring Team)

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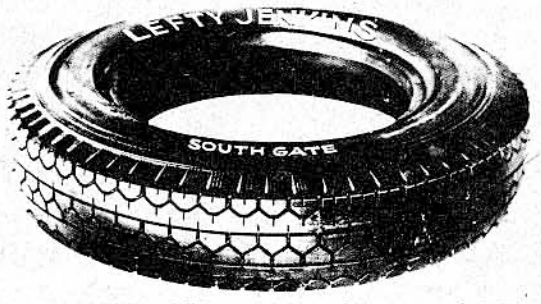

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FR 3-2988 FR 5-0710

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ELVA MARK V-CLASS G. 1 mo. old Raced in Stockton and Riverside only.

These cars are all priced to sell immediately.
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That's Gold In These WANT ADS
Read 'em and Reap

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NEW IMPORTED PASSENGER CAR REGISTRATIONS
YEAR - 1959

		Calif.	North	South
1	Renault	18087	7713	10374
2	Volkswagen	17161	8121	9040
3	Hillman	8136	2676	5460
4	Fiat	7608	2638	4970
5	Volvo	5958	2468	3490
6	Austin-Healey	5643	2129	3514
7	Simca	5374	2151	3223
8	Triumph	5334	1931	3403
9	M. G.	5026	1535	3491
10	Opel	4899	1593	3306
11	English Fords	4512	2194	2318
12	Morris	3254	1332	1922
13	Peugeot	2685	1044	1641
14	Metropolitan	2245	663	1582
15	Borgward	2115	894	1221
16	Mercedes Benz	1744	521	1223
17	Vauxhall	1585	520	1065
18	N. S. U.	1524	152	1372
19	Taunus	1504	601	903
20	Jaguar	1136	443	693
21	B. M. W.	1007	137	870
22	Austin	991	298	693
23	Porsche	739	302	437
24	Citroen	643	197	446
25	Toyopet	619	332	287
26	Goliath	562	409	153
27	Alfa-Romeo	484	177	307
28	Lloyd	482	187	295
29	Sunbtam	477	174	303
30	D. K. W.	448	135	313
31	Singer	433	87	346
32	Datsun	348	195	153
33	Skoda	216	81	135
34	Wartburg	172	57	115
35	Lancia	161	58	103
36	Gogomobile	142	62	80
37	Riley	97	95	2
38	Rolls Royce	82	28	54
39	Berkeley	73	17	56
	Misc. (69 or less each)	455	176	279
	Industry	114161	44523	69638

(Courtesy, MOTOR REGISTRATION NEWS of CALIF., OAKLAND, CALIF.

SHORT TAKES

The first National Sports Car Exposition in this country is being scheduled Feb. 9-13, 1961, at Hotel Statler in New York.

The Exposition will be held concurrently with the 1961 national meeting of the Sports Car Club of America and is to be sponsored by the New York region

Joint announcement of the event was made by HARRY CUSHING, chairman of the 1961 national meeting; Henry Szamota, president NY region, SCCA, and George C Rand, chairman, Exposition committee.

The exposition will feature sports, fun and competition cars and their accessories. It is being managed by Connolly & Leopold, Hotel Sheraton-Atlantic, New York 1, N.Y.

★ ★ ★

GERI FLEMING, MOTORACING staff writer, leaves for the Indianapolis Speedway April 27 to act as public relations secretary for W. **CRAIG STEWART** Productions, which films the 500 miles classic for an oil company . . .

SPORTS CARS

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Slalom Column

BY DENNIS McCOSH
SCCSCC Slalom Committee Chmn.

EDITOR'S NOTE—A man always deep in figures, our rallying columnist, Duane Sparks of RALLY SPARKS fame, is immersed in work attendant with income tax forms. Dennis McCosh has happily filled the breach.

The 1960 slalom season got the green flag with the running of the SCCSCC championship AUTOCROSS I by the SOUTH BAY FCCA recently.

The event was well attended (185 entries) and received a final rating of 79.4%, which indicates that those who entered were pleased.

This was the first slalom put on by this club, and they did a good job, with only a few weak points. Two of these weak points are not original with South Bay — timing and technical inspection — nor will they end with AUTOCROSS I. (For a sample of good tech inspection and timing, try PACIFIC'S SEA HORSE I on May 8.

....The course itself was very well laid out on a rough surface, and was longer than average, .72 miles. This gave every driver his money's worth in two runs.

The system of bringing cars to the start in groups was well done by SOUTH BAY. The contestants still had a long wait before their runs, but they could leave their cars and watch the event while waiting.

Most people seem to arrive around noon, which makes the wait longer in the early afternoon than in the morning. Anyone who complains about the long wait should arrive when the course opens and be one of the first cars to run.

AUTOCROSS I trophy winners are as follows:

MEN

Pos.	Name	Car	Best Time	Club
1-A	Barron	Berkeley	1:55.01	W T SCC
2	Stone	Ren-Alpine	1:55.20	Pacific
3	Dow	MG TD	1:55.66	Lockheed
4	Roehr	MG TD	1:56.06	CSCC
1-B	Follmer	Porsche	1:53.84	VWOC
2	McCosh	MGA	1:54.24	Pacific
3	Conklin	MGA	1:54.42	Northrop
4	Stoik	Elva Cour.	1:54.65	Glendale
5	MacDonald	MGA	1:56.10	CSCC
6	Adams	MGA	1:58.52	Orange Co.
1-C	Doherty	A-H 100	1:49.11	Glendale
2	Didier	TR-3	1:51.37	RAM
3	Simard	A-H 100-6	1:54.31	
4	McCormack	TR-3	1:54.40	RAM
5	Miller	Morgan	1:56.26	Morgan
6	Atkinson	TR-3	1:56.38	Arrowhead
7	Coon	Morgan	1:56.41	SAFCCA
1-D	Wyrick	MB300SL	2:01.97	
2	Vincent	Jaguar	2:07.02	
1-E	Kelso	NSU Prinz	1:56.00	
2	Hall	Fiat	1:57.83	Pacific
1-FG	Bonato (F)	VW	1:58.32	VWOC
2	Morville (G)	Volvo	1:59.56	Volvo Touring
1-H	Larson	Go-Kart	1:43.12	Pacific
2	Wilson	Metro-60	1:50.82	

WOMEN

1-AB	K. Adams	MGA	2:00.95	Or. Co.
1-CD	R. Doherty	A-H 100	2:05.10	Glendale
1-EFGH	D. Purrier	NSU Prinz	2:07.29	Pacific

Best married couple: Mal & Ruth Doherty A-H 100, 3:54.21, Glendale.

The next events are—April 24, SCCA Slalom 104th & Aviation, L.A. Airport (members only); May 1, Roca & Ahoc Tralom, 1212 N. San Fernando Rd., Burbank; May 8, Pacific "Sea Horse I"; June 12, FCCA Natl. Field Day at Santa Barbara Airport (Goleta); June 26, Garden Grove FCCA (Champ.).

RALLY RESULTS, CALENDAR

NORTHERN CALIFORNIA COUNCIL CHAMPIONSHIP RALLY
TRI-ANGLES SCC RALLYE DE BOONDOCKS IV APRIL 2-3 ROBERT COOK R.M. 94 CARS

Pos.	Driver	Navigator	Club	Car	Error
1.	Joe Booth	Sandy Booth	Formula 4	Porsche	514
2.	Phyllis Banks	Homer Banks	Clock & Dial	VW	1893
3.	Hal Schell	Barbara Schell	TVSCC	TR	5231
4.	Ed Gallant	Ray Bacchi	SFSSC	AL	1027 MPC
5.	John White	Fred Layton	Salinas SCC	Citroen	1182 MCP
6.	Dean Shippen	Isabel Blandford	TVSCC	TR	1269 MCP
7.	Richard Senkbeil	Angus MacDonald	Clock & Dial	VW	1336 MCP
8.	Cal Hudspeth	Bob Cole	Rallynauts	MG	1382 MCP
9.	Dick Coulter	Ron Going	C.A.R.	TR	1524 MCP
10.	Ron Jones	George Taylor	SDRC	Alfa	1635 MCP
11.	Don Washburn	Mike Gilbert	Santa Cruz SCC	Sprite	1688 MCP
12.	Allan Johnson	Darrel Huckabay	Clock & Dial	TR	1694 MCP
13.	Rowena Lantz	Spike Lantz	Formula 4	Porsche	1893 MCP
14.	Jack Sparks	Mike Goodwin	C.A.R.	MGA	2342 MCP
15.	Vesta Watson	Peg Austin	Modesto 99	TR	2516 MCP
16.	Bob Blair	Barbara Kerr	TVSCC	AH	2527 MCP
17.	Jack Bunce	Pete Ankersmit	BARM	Porsche	3023 MCP
18.	Bob Piercy	Al Nesbitt	C.A.R.	Alfa	3686 MCP
19.	Gene Hammond	Dorris Hammond	BARM	TR	3935 MCP
20.	Carol Green	Donald Green	AeroJet	Renault	4516 MCP
21.	Denver Groff	Barbara Groff	PAISCA	AH	4820 MCP
22.	Betty McCall	John McCall	TVSCC	MG	5297 MCP
23.	Virginia Thomas	Bill Thomas	Clock & Dial	Porsche	7806 MCP
24.	Roy Stehle	Jim Umphrey	Stanford	VW	1085 MCPS
25.	Elmer Heaston	Ted Watson	Modesto 99	Porsche	1280 MCPS

ASTRO SCC ATLAS RALLY II April 10 BILL HECTOR R.M. 180 CARS

Pos.	Driver	Navigator	Club	Car	Error
1.	Wanda Taylor	Charles Kenyon	C.A.R.	Porsche	.95
2.	Tommy Jackson	Peter Aperlo	Convair	Alfa	1.34
3.	Lorrie Dunn	Bob Dunn	Convair	Plymouth	1.95
4.	George Andert	Bill Newberry	Convair	Porsche	2.07
5.	Robert Greer	Jack Rabell	SDSCC	Porsche	2.11
6.	Ann Sparks	Ted Sparks	C.A.R.	Sprite	2.62
7.	Tom Kienholz	George Blondin	Hungry 5	AH	3.13
8.	Mary Lue Sisemore	Dick Ecker	C.A.R.	MGA	3.37
9.	Lucky Bewley	Ian Forsyth	I.U.	TR	3.99
10.	Pat Blackmore	Elaine Tucker		TR3	4.15

RALLIES

APRIL

23-24 - CASCADE SCC ICNSCC Championship event in Portland, Ore.

23-24 - SCCA GREAT CANYON III, National championship event. Tucson, Ariz.

24- - - SANTA MONICA FCCA RALLY D'ORO VI SCCSCC Championship rally for April. Also non-nav. class. 325 miles 9 ½ hrs. 6 A.M. Eastland Bowling Alley Covina. $6 Bob Piercy & Al Nesbitt R. M. For info call Ruth Piercy AX 1-9375

30-May1 SCCA PRESS ON REGARDLESS National championship event (Detroit)

MAY

1 - - - TWIN VALLEY SCC RADIO RALLY 1960. Open event on NCSCC calendar

1 - - - ISCARA BUDDY RALLY. Charity event for Sawtelle patients. Poker & fun rally.

2-7 - - TULIP RALLY. European championship event.

7-8 - - SAN FRANCISCO SCC ALPINE RALLY. A NCSCC championship event for Calif. state points

8 - - - LOCKHEED SCC 2.4 RALLY. An SCCSCC open event

Pro Formula Libre Race Near Denver

DENVER, April 14—One of the outstanding auto racing events in Colorado's history —professional formula libre sports car races— will be presented at Sid Langsam's new Continental Divide Raceways near here Sunday, June 26.

A minimum $5000 purse plus accessory money will be at stake in the USAC event. Almost any type of racing car can compete with the sports cars, such as European Grand Prix, Indianapolis and sprint cars, midgets, hot rods, formula 2, 3 and junior cars, etc.

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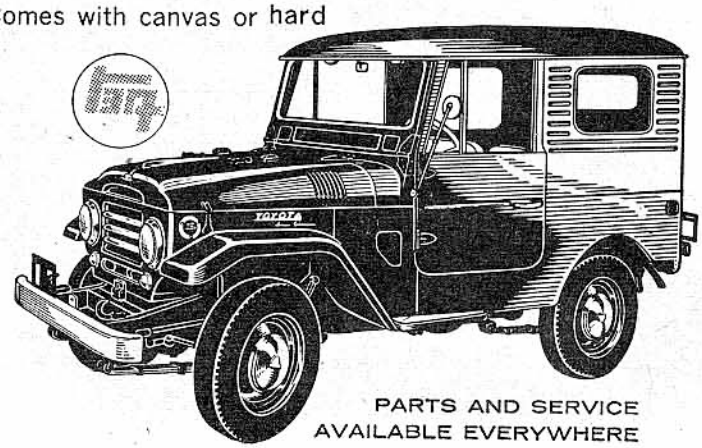

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